

R E P O R TON THE BOMBING BY THE JAPANESE AIRCRAFT OF THE  
SHIP "SERGEY LASO" IN THE HARBOR OF HONG KONG AND  
ON THE PLUNDERING OF THE SOVIET STATE PROPERTY  
BY THE JAPANESE

The Military Prosecution Office of the Pacific Ocean Area has established by investigation following:

That the ship "Sergey Laso" was under recondition in the Harbor of Hong Kong since the end of August, 1941, and the recondition was stopped because of the opening of hostilities between Japan and USA and Great Britain.

On December 9, 1941 the ship "Sergey Laso" was put on anchor at the buoy 4, on the dock roadstead.

On December 11, 1941, the ship "Sergey Laso" was twice bombed by Japanese planes, but the bombs missed her. The ship had identification signs and the state flag of the Soviet Union.

By the order of the Japanese command the crew of the ship "Sergey Laso", including captain Guk left the ship and settled down in 272, Prince Edward Street, the town of Koulun, near the Japanese Staff, and lived there under Japanese watch.

On December 23, 1941, stoker Krivoruchko was killed and sailor Bochko badly wounded by the shell that hit the house where the crew lived. The crew carried Bochko to the hospital.

The main part of the sailors of the ships "Krechet," "Svirstroy" and "Simpheropol" was at Hong Kong. The Japanese command forbade those who lived in Koulun to have intercourse with the Soviet sailors staying at Hong Kong.

The Japanese command through Lieutenant Mitana who was at the head of the soldiers guarding the crew of the ship "Sergey Laso" at Koulun, repeatedly demanded that Captain Guk should officially write that the ship "Krechet" had been sunk by the English, and that the ship "Svirstroy" had also been fired at by them. Besides, they demanded that he should write two letters of gratitude, no matter in what language, one addressed to the Japanese Command telling that the Japanese treated the Soviet sailors well; and the other to Lieutenant Mitana, personally,

thanking him for good treatment of the crew of the ship "Sergey Laso." Mitana said that if he did that, they would transfer the crew to Hong Kong where they might join the main group of the Soviet sailors and would be allowed to go aboard their ship. If Captain Guk refused to do that, then the whole crew of the ship "Sergey Laso" would stay in the town of Koulun for an indefinite time and would not be allowed to go to the ship.

The Japanese authorities did not allow the crew of the ship "Sergey Laso" to go aboard their ship, but it was noticed, that the Japanese replaced people on the Soviet ships every day and that the Japanese flag was hoisted on them.

On June 23, 1942, the Japanese Command gave Captain Guk, second mate Timofeev, first mate Kiriy, chief mechanic Tarulius and others permission to go aboard the ship with the aim of conservation of the ship, which was standing at the pier of the docks of Koulun. They found out that the Japanese had plundered the deck equipment the skipper, pilot, buffet, caboose and fire equipment, the life-rescuing equipment, overalls, things pertaining to cultural entertainment, the ship radio-station, personal belongings of the crew, food, details of machines, various tools and materials.

Military Prosecutor of the Pacific Ocean Area

Lieutenant Colonel of the Judicial Corps Shlychkov.

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CERTIFICATE OF TRANSLATION OF THE ABOVE DOCUMENT:

II.Y.

I, M. Gildenblat, hereby certify that I am thoroughly conversant with the Russian and English languages: and the above is a correct and true translation of the indicated Document.

Signature: /s/ M. Gildenblat